

# THE STOCK MARKET

The following are the closing stock quotations, and the record of the day's sales as received from the San Francisco Stock exchange this afternoon by R. Fred Brown, broker.

## TONOPAH DIVIDE.

	Bid.	Asked
Allied	.01	.02
Alto	.05	.04
Annex	.01	.02
Apex	.01	.02
Belch r	.09	.10
Belcher Ext.	.10	.11
Ben Hur	.02	.04
Bevis	.02	.04
Brougher	.13	.14
Butte	.06	.06
Charlot	.02	.03
Divide	2.25	2.30
Divide City	.02	.03
Divide Cons.	.02	.03
Divide Ext.	.54	.55
Divide Junior	.01	.02
Dividend	.10	.11
East Divide	.02	.03
Florence	.02	.03
Giant	.01	.02
Gold Reed	.05	.06
Goldsmith	.05	.06
Gold Wedge	.01	.02
Gold Zone	.22	.24
Grimes	.05	.06
Hasbrouck	.12	.13
Hennessy	.01	.02
Hercules	.01	.02
High Divide	.02	.04
Homestake	.01	.02
Horseshoe	.01	.02
Hull City	.02	.03
Jim's	.02	.03
Kernick	.05	.06
Keystone	.02	.03
Knox	.06	.07
Midway	.05	.06
Myra	.01	.02
Reno	.01	.02
Revert	.24	.25
Roseetta	.02	.03
Royal	.02	.03
Silver	.03	.04
Silver King	.03	.04
Sutherland	.02	.04
Sunbeam	.01	.02
Thomson	.02	.04
Toggery	.01	.02
Verdi	.12	.13
Victory	.07	.08
Western	.02	.03
West	.06	.08
Pay Divide	.02	.04

## TONOPAH.

Belmont	3.00
Cash Boy	.08
Great Western	.01
Gypsy Queen	.01
Halifax	.10
Jim Butler	.25
MacNamara	.50
Midway	.13
Mizpah Ert	.08
Monarch Pittsburg	.08
Montana	.09
North Star	.09
Rescue-Eula	.18
Tonopah Ext.	2.25
West End	1.80
West Tonopah	.66
Crescent	.20
Tonopah 75	.08

## GOLDFIELD.

Atlanta	.02
Blue Bull	.01
Booth	.05
C. O. D.	.02
Combination Fraction	.03
Cracker Jack	.01
Florence	.25
Goldfield Cons.	.13
Merger Mines	.02
Grandma	.03
Great Bend	.01
Kewanas	.02
Jumbo Ext.	.06
Jumbo Ext. Jr.	.01
Silver Pick	.17
Spearhead	.05
Yellow Tiger	.01
Red Hills	.08
Development	.12
Loan Star	.04

## MANHATTAN.

Manhattan Cons.	.03
White Cape	.11
Mustang	.02
White Cape Ext.	.01
Black Mammoth	.09

## COMSTOCKS.

Concordia	.12
Ophir	1.12 1/2
Mexican	.30
Sierra Nevada	.34
Union	.26
Cons Virginia	.490

## MISCELLANEOUS.

Neszel	.05
Packard	.32
Rockstar Merger	.04
Rockstar Mines	.18
Holly	.15
Crosscut	1.00
Arrowhead	.14
Round Mt.	.30
Verdington	.30
Nevada Hills	.04
Round Ext.	.05

Mayflower .01 .02  
Climax .21 .22

## TONOPAH DIVIDE.

Divide-200, 230; 190, 225; 200, 220; 500, 220; 200, 227 1/2.
Hasbrouck-1500, 12; 1900, 12; 3000, 11; 5500, 12; 1000, 12.
Gold Zone-1000, 25; 1500, 25; 1000, 24; 1000, 23; 1900, 23.
Brougher-1000, 14; 1500, 13; 500, 13; 1500, 13; 1000, 13; 4000, 12.
Divide Ext-500, 62; 2300, 61; 2500, 60; 1000, 58; 300, 57; 1500, 56; 1000, 55; 1000, 54; 2300, 53; 1000, 52; 1000, 51; 1500, 50; 500, 49; 2000, 48; 2000, 47; 2000, 46; 2000, 45; 2000, 44; 2000, 43; 2000, 42; 2000, 41; 2000, 40; 2000, 39; 2000, 38; 2000, 37; 2000, 36; 2000, 35; 2000, 34; 2000, 33; 2000, 32; 2000, 31; 2000, 30; 2000, 29; 2000, 28; 2000, 27; 2000, 26; 2000, 25; 2000, 24; 2000, 23; 2000, 22; 2000, 21; 2000, 20; 2000, 19; 2000, 18; 2000, 17; 2000, 16; 2000, 15; 2000, 14; 2000, 13; 2000, 12; 2000, 11; 2000, 10; 2000, 9; 2000, 8; 2000, 7; 2000, 6; 2000, 5; 2000, 4; 2000, 3; 2000, 2; 2000, 1; 2000, 0.

## SPANISH BELT BEGINS TO SHIP HIGHGRADE ORE

The Spanish Belt is now teamed with the regular shippers from Nye county after four years preliminary work. The company is getting on its first carload which is expected to run at the rate of \$200 a ton with the expectation of shipping a carload every month. This is the official announcement of Victor Barnet, who arrived yesterday from the coast where he has been engaged in developing borax and potash interests. The San Pedro orebody looks fine and stoping is going on from the 145-foot level in an orebody from 5 to 10 feet wide. This is yielding a considerable percentage of the shipping grade averaging \$200 and the balance is a good milling ore valued at \$25 to \$30. In the main tunnel the west Barcelona drift shows 6 to 8 feet of milling ore with highgrade stringers which promise to open into another highgrade shoot. The management is disappointed over the discovery that the Ernest stop which has been completely reopened did not contain highgrade reserves mentioned in the old records but this has the compensation of showing a quantity of milling ore running from \$10 to \$30. The main tunnel east drift is being driven to meet the San Pedro orebody 400 feet below the present workings. There is only 100 feet to go and if the San Pedro orebody should be found, the company will have an enormous line of backs to guarantee a long and prosperous career.

## FINED FOR STEALING.

One Waddell was fined \$5 and costs this afternoon by Justice Grier on the charge of having stolen an unfinished garment from Carl Drossel.

## CLASSIFIED

WANTED—Dining room girl. Revert Divide boarding house. Call Bonanza office. 1575-M1-12

FOR SALE—A room furnished house, 419 St. Patrick St. 1574-F28-16

FOR RENT—A nice room for a man or two, 407 St. Patrick St. 1570-F25-15

BOARD and room desired by young lady, in private family. Notify H. L. Lee, P. O. Box 1065, Tonopah. 1568-F25-15

WANTED—Agents for Tonopah and vicinity. Good proposition. Previous experience unnecessary. Free school of instruction. Address Massachusetts Bonding and Insurance Company, Accident and Health Department, Saginaw, Michigan. Capital \$1,500,000.

## Reopening of

## LOUIE KING'S RESTAURANT

(Rear of Lobby Cabaret)

## Quick and Efficient

## Service

## Patronage of the Public

## Solicited

## Try Our Regular Dinner

## Every Day

## THE

## UNIQUE

## SPRING DRESSES

## HATS

## Polo Coats

## THE

## UNIQUE

## PERSONAL

GEORGE MURRAY, who is contracting at Coaldale, is in Tonopah for the day.

F. C. REGALL is up from Boverd where he is interested in several groups of claims.

H. M. WALMSLEY, representing the Remington Typewriter company, is at the Mizpah.

JOE McEACHEN, the well known traveling man, is visiting the trade in Tonopah and vicinity.

MRS. CHARLES E. LAFEVRE, of Douglas street, is suffering from an attack of the prevalent malady.

LIEUT. FRED BURNETT is recovering from an attack of influenza at the Mine Operators' hospital.

JULIUS GOLDSMITH of the Tonopah Dividend, was among the arrivals from San Francisco this morning.

CHARL YOUNG, manager of the Kickapah and other local mining companies has returned from San Francisco.

HERMAN DARMS, president of the Darms Coal Mining company, came up from his camp this morning to procure a load of supplies.

W. W. KELLEY, formerly connected with the Butler theatre, is now with the Oakland Tribune photographing live movie news pictures for an Alameda county service.

L. A. DORRINGTON, inspector of the United States Indian service, arrived in Tonopah today with instructions to investigate reports of the ravages of influenza among the Paiute Indians.

VICTOR BARNET, manager of the Spanish Belt, arrived from the coast Saturday and went out to the mine from which he returned last evening.

MRS. JAMES E. WOODWINE arrived last evening from Los Angeles and is the guest of Mr. and Mrs. Harry H. Atkinson.

HARRY H. ATKINSON returned from a professional visit to Reno Sunday morning.

PERCY TRAIN, the Manhattan leaser, motored into camp this morning and returned this afternoon.

MR. AND MRS. J. G. CRUMLEY returned yesterday from San Francisco, where the latter was detained by the serious illness from which she is now convalescing.

W. H. THOMAS returned today from making a hurried trip to the new camp of Rand, where he is interested in a number of locations.

Location books in triplicate now ready at The Bonanza office.

## AMUSEMENTS

### THRILLING CRASH IN THE AIR.

One of the most amazing air accidents in the history of aviation forms the sensational climax of the Paramount-Artcraft picture, "The Grim Game," starring Houdini, the greatest handcuff king in the world, which will be shown at the Butler tonight. According to the story, Houdini in an airplane is pursuing a murderer, who is trying to escape in another machine. At a height of 5,000 feet Houdini is supposed to slide above the other machine, let himself down into the cockpit beside the murderer by means of a rope, and throttle him. All went well with the stunt, the two machines circling one above the other and a third, containing Director Wilbur and the photographer, about a hundred yards away, until Houdini lifted the lower plane into the upper one, and their propellers locked. They dropped like rockets, revolving nose on nose, with Houdini still dangling on the rope and the two aviators making frantic efforts to control their machines. Death seemed certain but a few hundred feet from the ground, with both propellers gone, one of the airmen by a miracle, succeeded in falling into a glide, and, though the other crashed nose-on into a field, the only injuries sustained were slight bruises. There will be the regular matinee and two night shows.

## PROFESSORS USE THE MUCK STICK

(By Associated Press)

BERKELEY, Calif., March 1.—Dignified professors as well as students of the University of California donned overalls, shouldered picks and shovels today in their college "Labor Day."

On March 1 of every leap year the students of the university co-operate in working on some permanent addition to the campus.

This year they made excavations on the north side of the Greek theatre preparatory to erecting an open air theatre and constructed roads and paths in the university grounds.

ANNUAL STATEMENT	
Of the Continental Fluorspar Company for the year ending December 31, 1919.	
Location of mine, Bullfrog Mining District, County of Nye, State of Nevada.	
December 31, 1918, to cash on hand	None
To amounts received during 1919	\$21,509.30
Disbursements during year	11,476.04
Balance on hand December 31, 1919	\$10,033.26
Adv-F25-16	FRERIC CARTER, SECRETARY

## YOUNG'S

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## LAHONTAN HARD WHEAT FLOUR

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TONOPAH'S LATEST : : TRY US

## SULLIVAN'S SERVICE STATION

Quick Action—Prompt—Courteous  
Red Crown Gasoline : : Monogram and Zerolene  
FREE AIR—WATER

## TO THE PUBLIC

"Today the railroad lines of the Southern Pacific Company are returned to their owners for operation. As a war measure they have been in charge of the Government during the last two years and two months. The stockholders in that period had nothing to do with the management.

"In taking over the management of this property, the policy of the owners will be to give as satisfactory service as lies in their power in return for the patronage given us; to seek the co-operation of shippers and passengers and of the whole people in having our service reasonably responsive to the public needs. We have to ask the patient forbearance of the public during the readjustment period of the next six months. It is true during these six months the Government continues the standard return allowed the lines while under its control, based on pre-war earnings. But this return is subject to certain legislative directions by Congress that will affect operations during this period which ends August 31st next. We expect, however, within this six months to mature plans for the future. These plans had to be held in abeyance thus far because of uncertainty as to the legislative conditions to accompany the return of the roads to their owners for operation, and these conditions have been determined by Congress only within the last few days. We now have to study what is before us in law and in fact and get our bearings anew.

"The operating organization as it existed under Southern Pacific management has been to some extent disarranged during the period of Federal control and operating practices have been changed, but the benefit of any new practices that may have proved efficient in the public service during the Government control period will of course be retained.

"We could not purchase equipment after we entered the war because the Government took control and war financing occupied the field, while during the rest of the time the question of adequate credit had to wait for answer in Congressional action. On the other hand the locomotives and cars in service have been subjected to the most active use and new rolling stock has not been renewed throughout the country in normal numbers for the increase of normal traffic. The burden of extraordinary war movements fell heavily upon all kinds of rolling stock making it impossible to shop the equipment at the proper time, and repair work was further delayed by shortage during the larger part of the war period in both men and material.

"The problem before us at once therefore is how to put to the best use the passenger train cars and the freight cars that are in service, and how to put into good condition for service every piece of equipment to be had. This problem is before every railroad. Abreast of this is the larger question whether the earnings under the new law, the "Transportation Act of 1920," will be enough to establish the credit of the railroads at a point where they can provide themselves with the facilities of all kinds that they need to give the public proper service. We have the will if only we can find the ways and means. These are not easy to find, for an assumed earning of even six per cent, and no assurance of that, is not attractive to anyone having money to invest when money is worth seven or eight per cent in the open market.

"Hence the effect of the new Act of Congress upon earnings and upon the credit of the railroads cannot be immediately determined. This act provides for a rate making structure under which during the next two years the railroads will be permitted to earn up to five and one half per cent annually on the value of the railroads as may be determined by the Interstate Commerce Commission. The Commission has power at its discretion to increase these possible earnings to six per cent, the added one half of one per cent to be used only for improvements to the property. No guarantee of any kind is given to any railroad, but half of any earnings over six per cent are to be taken by the Government to make loans to railroads that may need them for improvements, or to care for obligations falling due, or to obtain and lease equipment to the carriers that cannot afford to buy it.

"Obviously these elements in the situation will have to be considered in making our plans. The Interstate Commerce Commission is the deciding body with respect to value of the properties as well as the rates which are to yield the five and one half per cent return thereon, and much will depend upon the vision and promptness of action with which that body accepts its great responsibilities. In the meantime it is particularly desirable in view of the shortage of equipment that every effort be made by shippers and the railway forces to continue heavy car loading and train loading and to lose no time in loading and unloading cars.

"Believing that we will have the full co-operation of the people served by our lines in dealing with the problems presented, it is due them that in thus siding us they should know what problems we have to meet. You can rest assured we are not idle with respect to them."

WM. SPROULE, President.

**MURIN'S** Eyes, Ears, Nose, Throat, Skin—Keep your Eyes Strong and Healthy. If they turn smart, itch, or burn, if you are irritated, inflamed or congested, use Murin's Eyes. Sold by Druggists, or Write for Free Trial Book, Murin's Eye and Ear Remedy, Chicago, U. S. A.

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CAN'T BE BEAT  
**VIENNA BAKERY**

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